2. The mount of claim 1 further comprising a single thrust link connected at one end to said mounting frame and at another end to said engine.

3. The mount of claim 1 wherein said lug has a land formed on a first surface thereof and another land formed on a second surface thereof.

4. The mount of claim 3 wherein said first surface faces said first flange and said second surface faces said second flange.

5. The mount of claim 1 wherein said bolt extends through a bolt hole formed in said lug, said bolt hole being larger in diameter than said bolt.

6. The mount of claim 5 wherein said lug has a land formed on a first surface thereof and another land formed on a second surface thereof.

7. The mount of claim 6 wherein said lands are adjacent to said bolt hole.

8. The mount of claim 1 wherein said lug is tapered so as to have a thicker base.

9. The mount of claim 8 wherein each flange has an inside corner that is chamfered to accommodate said tapered lug.

10. A mount for mounting an aircraft engine having an engine casing to an aircraft, said mount comprising:

a mounting frame having first and second flanges spaced apart a predetermined distance, each of said first and second flanges having a bolt hole formed therein;

a single thrust link connected at one end to said mounting frame and at another end to said engine, said single thrust link serving as a primary axial loadpath;

a lug formed on said engine casing, said lug being disposed between said first and second flanges and having a thickness that is less than said distance between said first and second flanges, said lug having a bolt hole formed therein; and

a bolt extending through said bolt holes in said first and second flanges and said lug to connect said lug to said first and second flanges, wherein said bolt hole in said lug is larger in diameter than said bolt to allow said lug to slide axially along said bolt, wherein said first and second flanges, said lug and said bolt provide a waiting failsafe arrangement for reacting axial loads upon failure of said single thrust link.

11. The mount of claim 10 wherein said lug has a land formed on a first surface thereof and another land formed on a second surface thereof.

12. The mount of claim 11 wherein said first surface faces said first flange and said second surface faces said second flange.

13. The mount of claim 11 wherein said lands are adjacent to said bolt hole.

14. The mount of claim 10 wherein said lug is tapered so as to have a thicker base.

15. The mount of claim 14 wherein each of said first and second flanges has an inside corner that is chamfered to accommodate said tapered lug.

16. A mount for mounting an aircraft engine having an engine casing to an aircraft, said mount comprising:

a mounting frame fixedly joined to said aircraft; said mounting frame having first and second flanges spaced apart a predetermined distance and a forward extending flange, each of said first and second flanges having a bolt hole formed therein;

first and second links, each link being joined at one end to said mounting frame and at another end to said engine casing;

a single thrust link connected at one end to said forward extending flange and at another end to said engine, said single thrust link serving as a primary axial loadpath;

a lug formed on said engine casing, said lug being disposed between said first and second flanges and having a thickness that is less than said distance between said first and second flanges, said lug having a bolt hole formed therein; and

a bolt extending through said bolt holes in said first and second flanges and said lug to connect said lug to said first and second flanges, wherein said bolt hole in said lug is larger in diameter than said bolt to allow said lug to slide axially along said bolt, wherein said first and second flanges, said lug and said bolt provide a waiting failsafe arrangement for reacting axial loads upon failure of said single thrust link.

17. The mount of claim 16 wherein said lug has a land formed on a first surface thereof and another land formed on a second surface thereof.

18. The mount of claim 17 wherein said first surface faces said first flange and said second surface faces said second flange.

19. The mount of claim 17 wherein said lands are adjacent to said bolt hole.

20. The mount of claim 16 wherein said lug is tapered so as to have a thicker base.

21. The mount of claim 20 wherein each of said first and second flanges has an inside corner that is chamfered to accommodate said tapered lug.

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